

**TOP SECRET**

OUTGOING TELEGRAM  
OPERATIONAL IMMEDIATE

DIST:  
COMMO 1  
OPS 1  
COMDR 1

DATE 20 JUNE 1957

25X1A

TO :

FROM :

4840

25X1A

20 1810Z

ALFA 1382

25X1A

BRAVO 21 JUN 57

25X1A

CHARLIE

DELTA

25X1A

ECHO

0600Z

FOXTROT

1030Z

GOLF

POINT E 0725Z

HOTEL NONE

REMARKS:

25X1A

1. INITIAL SUCCESS 1380 BASED ON DEBRIEFING [REDACTED] MALFUNCTION GEAR AND SHUTTER UNKNOWN UNTIL POST FLIGHT OF EQUIPMENT COMPLETED.

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2. REQUEST [REDACTED] NOT BE DISMAYED TODAY'S OPERATION [REDACTED] PRIMARY

25X1A

PURPOSE OF FLIGHT WAS CHECK [REDACTED] TRANSPORT OF LARGE LOAD, SOMETHING NEVER USED HERE. THIS WAS ENTIRELY SATISFACTORY.

(A) SHUTTER MALFUNCTION OCCURRED. WE WERE USING AN OLD SHUTTER (SAVING OUR THREE GOOD ONES FOR OPERATION FIRST TIME) AND LEARNED OF ANOTHER POSSIBLE MALFUNCTION WITH AGE.

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(B) OBLIQUE DRIVE, OLD SYSTEM IS A ROUGH JOLTING MOVEMENT ONCE BEFORE SHEAR PIN BROKE (SEE 1376 REPORTS). THIS TIME SET SCREWS JARRED LOOSE CAUSING GEAR SLIP ON SHAFT, HENCE NO OBLIQUE DRIVE. NEW DRIVE MOTORS SMOOTH DRIVE TO A LESS JOLTING ACTION. HOWEVER, NEED MORE MOTORS FOR OTHER [REDACTED] UNITS.

25X1A

(C) IN SUMMARY, 1380 FAILURES CAN BE DIRECTLY ATTRIBUTED TO INSUFFICIENT STOCK CRITICAL [REDACTED] SPARES TO PERMIT OPTIMUM OPERATION NOW WITHOUT ADVERSELY AFFECTING PERFORMANCE OPERATION FIRST TIME. SPARES ARE ENROUTE OR ON ORDER, OR BOTH.

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(D) MOUNTING BEST [REDACTED] ON 1382 TO DEMONSTRATE MAX CAPABILITY.

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END OF MESSAGE

25X1A  
[REDACTED]

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